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CLAIM SET AS AMENDED

1. (Cancelled)

2. (Cancelled)

3. (Previously Presented) The blade member for an airplane according to

claim 23, wherein a distance between outer surfaces of said first outer skin and

said second outer skin is gradually decreasing toward the trailing edge to

become approximately zero at the trailing edge.

4. (Previously Presented) The blade member for an airplane according to

claim 24, wherein a distance between outer surfaces of said first outer skin and

said second outer skin is gradually decreasing toward the trailing edge to

become approximately zero at the trailing edge.

5. (Cancelled)

6. (Previously Presented) The blade member for an airplane according to

claim 23, wherein two reinforcing areas are provided within the outer skin area

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for connecting the first outer skin to the second outer skin, said two reinforcing

areas being spaced a predetermined distance relative to each other.

7. (Previously Presented) The blade member for an airplane according to

claim 23, wherein the blade member is constructed of an aluminum alloy.

8. (Previously Presented) The blade member for an airplane according to

claim 23, wherein the first outer skin is curved upwardly.

9. (Previously Presented) The blade member for an airplane according to

claim 23, wherein said second outer skin is substantially flat.

10. (Previously Presented) The blade member for an airplane according to

claim 23, wherein two reinforcing areas are provided within the outer skin area

for connecting the first outer skin to the second outer skin, said two reinforcing

areas being spaced a predetermined distance relative to each other and said

first outer skin being curved upwardly and includes a thickened portion

extending between the two reinforcing areas.

11-20. (Cancelled)

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21. (Currently Amended) The blade member for an airplane according to

claim 23, wherein two reinforcing areas are provided within the outer skin area

for connecting the first outer skin to the second outer skin,

wherein the at least one of wall thickness of said first outer skin and said

second outer skin changes in a cord direction between a first of said two

reinforcing areas and a second of said two reinforcing areas, with a portion the

wall thickness of said first outer skin adjacent to the first of said two

reinforcing area being thicker than a portion-the wall thickness of said first

outer skin adjacent to the second of the two reinforcing area.

22. (Currently Amended) A blade member for an airplane, which

constitutes at least a portion of a rotor blade of the airplane, said blade

member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin,

a leading edge and a trailing edge each having a predetermined wall thickness;

and

at least one reinforcing area extending in a span direction within the

outer skin area and connected to the first outer skin and the second outer

skin;, a wall thickness of the second outer skin being greater than a wall

thickness of the first outer skin wherein a wall thickness of said second outer

skin changes in a cord direction forward of between said at least one

reinforcing area and the leading edge, with a portion of the second outer skin

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extending in a rearward direction from said at least one reinforcing area being

thicker than a portion extending in a rearward direction from the at least one

reinforcing area, and

wherein said outer skin area including said first outer skin, said second

outer skin, said leading edge, said trailing edge, and said at least one

reinforcing area are integrally formed from a single block.

23. (Currently Amended) A blade member for an airplane, which

constitutes at least a portion of a rotor blade of the airplane, said blade

member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin,

a leading edge and a trailing edge each having a predetermined wall thickness;

and

at least one reinforcing area extending in a span direction within the

outer skin area and connected to the first outer skin and the second outer

skin;,

wherein said outer skin area including said first outer skin, said second

outer skin, said leading edge and said trailing edge and said reinforcing area

are integrally formed from a single block by wire electrical discharge-

machining, and

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wherein the wall thickness of the first outer skin includes a central

portion that is thicker relative to a portion adjacent to the leading edge and a

portion adjacent to the trailing edge.

24. (Currently Amended) A blade member for an airplane, which

constitutes at least a portion of a rotor blade of the airplane, said blade

member comprising:

an outer skin area surrounded by a first outer skin, a second outer skin,

a leading edge and a trailing edge each having a predetermined wall thickness;

and

at least one reinforcing area extending in a span direction within the

outer skin area and connected to the first outer skin and the second outer

skin;, a wall thickness of the second outer skin being smaller than a wall

thickness of the first outer skin in a cord direction rearward of said at least one

reinforcing area, and

wherein said outer skin area including said first outer skin, said second

outer skin, said leading edge and said trailing edge and said reinforcing area

are integrally formed from a single block by wire electrical discharge-

machining, and

wherein at least one of wall thickness of said first outer skin and said

second-outer skin changes in a cord direction.

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25. (Currently Amended) A blade member for an airplane, which

constitutes at least a portion of a rotor blade of the airplane and has an

asymmetrical cross-sectional shape as viewed in a span direction, said blade

member comprising:

an outer skin area elongated in the span direction and surrounded by a

first outer skin, a second outer skin, a leading edge and a trailing edge each

having a predetermined wall thickness; and

at least one reinforcing area extending in the span direction within the

outer skin area and connected to the first outer skin and the second outer

skin;,

wherein the first outer skin and the second outer skin each have a thick

wall portion and a thin wall portion, wherein the thick wall portions of the first

and second outer skins are offset relative to each other in a cord direction, and

wherein said outer skin area including said first outer skin, said second

outer skin, said leading edge and said trailing edge and said reinforcing area

are integrally formed from a single block by wire electrical discharge-

machining.

26. (New) The blade member for an airplane according to claim 23,

wherein said outer skin area including said first outer skin, said second outer

skin, said leading edge and said trailing edge and said reinforcing area are

integrally formed from a single block by wire electrical discharge-machining.

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27. (New) The blade member for an airplane according to claim 24, wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.

- 28. (New) The blade member for an airplane according to claim 25, wherein the thick wall portion of the second outer skin is forward in the cord direction relative to the thick wall portion of the first outer skin.
- 29. (New) The blade member for an airplane according to claim 25, wherein said outer skin area including said first outer skin, said second outer skin, said leading edge and said trailing edge and said reinforcing area are integrally formed from a single block by wire electrical discharge-machining.